

HAMILTON COUNTY BOARD OF COMMISSIONERS

DECEMBER 6, 2001

The Hamilton County Board of Commissioners met on Thursday, December 6, 2001 at the Hamilton County Highway Department, 1700 S. 10th Street, Noblesville for a work session. President Dillinger called the meeting to order. A quorum was declared present of Commissioner Steven C. Dillinger, Commissioner Sharon R. Clark and Commissioner Steven A. Holt.

Highway Project Priorities:

Intersections:

Mr. Locke presented the 2002 Intersection Improvement Priority and Funding List for discussion. Mr. Stevens stated during the budget hearings County Council indicated that they would make \$3 million available for our use to improve intersections based on the priorities we set. Dillinger asked if the Council has said if we will get anything from the COIT windfall? Mr. Locke stated he does not know if they were aware of that when they offered the \$3 million. Mr. Locke stated the additional \$3 million was discussed during budget hearings in August. At the same time they were discussing the proposed bond issue for Hazel Dell Road, 96th Street and Mollenkopf, and 96th Street and Towne. That is the reason 96th Street and Mollenkopf and the 96th Street and Towne intersections do not appear on this list because we have taken the assumption that will be funded through the bond issue at this point because that is the commitment the Council has made. Mr. Locke stated the improvements are listed by the Highway Department's priorities. Mr. Locke stated this is the current description of work. Some of the intersections have round-a-bouts on them, which is the last direction we received from the Commissioners on those intersections. Dillinger stated round-a-bouts were not our idea to begin with, they were Carmel's. Dillinger stated he still maintains that Carmel will ultimately take those over. With that assumption, if Carmel wants round-a-bouts he still supports round-a-bouts. Holt state he thinks round-a-bouts are the way to go because those who use them want them. Mr. Locke stated the City of Carmel has three projects they are looking at Hamilton County to participate with them - 116th Street from Keystone to Rangeline, Rangeline to College and Old Meridian Street from US 31 to Carmel Drive. Mr. Locke stated the time table for 116th and Guilford is that Carmel is trying to buy right-of-way now and let the project as soon as right-of-way is acquired. They have part of the federal aid funding for that. From College to Rangeline Road the County has maintenance responsibility for 32% of that section of road. Included in that project is the 116th Street and Guilford intersection, which we have been considering for improvements. Mr. Locke stated their recommendation is that we participate in 32% of the total local share of that particular project. Based on their estimates that would be approximately \$960,000.00. Mr. Locke stated they have federal aid on this project. Out of the \$4.6 million for the project, they have \$1.6 million in federal aid. Mr. Locke stated he is assuming they would use federal aid on part of that intersection. We would not want to fund 100% of a 20 year project and they are getting 33% back in federal aid. Dillinger asked if we could work out a deal with them to get 33% participation on the intersection? Mr. Locke stated the intersection costs are not broken out individually from the rest of the project. Mr. Locke stated with the intersection money and the bridge money he has come up with 32% of the cost of the entire project, which is what our responsibility of the entire project should be based on the percentage of the section of road that is in our maintenance jurisdiction. Dillinger asked if the 32% is based on a short term fix? Mr. Locke stated that 32% is based on the full 20 year fix. Mr. Locke stated he is proposing, for the whole project, \$1 million, which is \$300,000 for road money and \$700,000 for bridge actual costs. We are taking a small structure and making it a bridge. We have not used Cum Bridge monies in the past to go from a small structure to a bridge. Mr. Locke requested the Commissioners approve the priority and level of which we are constructing each one of those intersections. Clark stated 96th Street and Westfield is not on the list, 111th and Westfield is on the list and she is curious how that was chosen. Mr. Locke stated 96th and Westfield has not been done because of the direction he had since we did not extend the road underneath the underpass and the County would not take the lead on any projects in that area. That would involve quite a bit of work with the State and Marion County. 111th and Westfield is from letters individuals writing in. Our studies indicate something needs to be done there, we are looking at a small \$200,000 improvement to install a signal and passing blisters. We could probably design that in house. This would be a small project. 96th Street

and Westfield would be in the \$2 to \$3 million range. Clark stated the short term fix was a right hand turn lane for 96th Street Taskforce and she thinks that needs to be included on this list. It would be northbound Westfield, right turn lane onto 96th Street. Mr. Locke stated that would mean widening the bridge over the interstate. Clark stated the short term fix was not to widen the bridge, just get Marion County to put the right turn lane in. Mr. Locke stated if it is just a right turn lane, would it be a Marion County project? Clark stated she thinks it would be an interlocal, but it needs to be on this list. Dillinger asked if Clark agreed with the top 12 priorities? Clark stated no, she would take out 111th and Westfield and insert 96th Street and Westfield. Holt stated he thinks the list is acceptable. Holt stated there is no question work needs to be done at 96th and Westfield, if you take 111th and Westfield out of the list, that means 111th and 96th won't get done. If we are going to have funds to do work next year and complete the projects wouldn't it make sense to get 111th done, because on a time line on an interlocal with no design, we won't spend the money. It makes sense to put 96th in, but there may not be a price tag connected with it in 2002. Holt stated it should be on our work list, but we should move forward with our communications with Marion County and the local community association. Clark stated the 96th Street Taskforce examined it and thought it could be done. The recommendation was a right turn lane only. Holt asked how do you get a right turn in on the bridge? Clark stated it is not on the bridge, it is 100 to 150 yards from the bridge. Holt asked if it is up in the air? Clark stated no, it is up on an incline. Holt stated if this money is going to be available we need to build improvements next year. Clark stated she has never received one comment on the 111th and Westfield intersection. Holt stated he would support taking 111th and Westfield out and moving everything else up a slot. Dillinger stated 206th Street and Cumberland needs to be addressed. Holt stated he does not disagree. Dillinger stated this becomes more important because the State will be shutting down SR 19. Holt stated that may be a reason not to do it, because if we paralyze that intersection at the same time SR 19 is closed, that would be a disaster. Dillinger asked if there is an interim fix for that intersection with SR 19 being closed for most of next year? Mr. Locke stated basically all of these improvements, other than 106th and College and 161st and Gray are the smallest interim improvement we could do. Clark asked what is the time line? Mr. Locke stated we hope most of these go pretty quick. Right-of-way is the biggest issue. Utility relocation may be an issue on some of them. Most of these are a left turn lane and a signal. Dillinger asked what is the timing on SR 19? Mr. Locke stated the last they heard from the State was a late summer letting. Mr. Locke stated it would be difficult for us to get something done by then. Clark stated you think SR 19 will close in the fall of 2002? Mr. Locke stated that is what they are telling us. Clark stated you don't think you can have that done by Fall 2002? Mr. Locke stated it would be difficult. If we were told today to go ahead with that and get the design done within a month or two and we get right-of-way within a couple months, we would be fine. If right-of-way takes 6-9 months it will not happen. Dillinger stated he thinks it is drastically important we get this intersection done. He would like to see it as a high priority. Clark stated if we get Springmill and Towne working, she would not have any problem moving #6, 96th & Ditch and #7, 116th and Ditch down and put 206th and Cumberland as #6. Mr. Locke asked if we should switch #5 and #12? Clark stated ok. Mr. Locke suggested putting 96th and Westfield underneath 103rd and College or 111th and College. Clark stated that was acceptable. Mr. Locke clarified #5 will be 206th and Cumberland, #12 will be 96th Street and Westfield, #13 would be 111th and Westfield and 103rd and College would started #14 and move on down. Clark, Holt and Dillinger agreed. Mr. Locke asked for direction on how to approach Marion County regarding 96th Street and Westfield. Do we want them to pay for all of it, part of it or do you want to discuss it with the 96th Street information? Holt stated because it is a north bound lane, it is a stretch that Marion County would get much benefit from the right turn lane. We should ask them to buy the right-of-way and we would pay for the construction.

Carmel's Requests:

Mr. Locke presented the Highway Department's response to Carmel's request for participation on three projects. Carmel has requested participation on 116th Street to Rangeline, 100% of this road is in Carmel's jurisdiction. Mr. Locke does not recommend the County participate in this project. The second project is 116th Street from College to Rangeline Road. We have maintenance responsibility of 32% of this road. Mr. Locke is recommending participation in this project with \$300,000 in road money and \$700,000 for the bridge. The third project is Old Meridian. Mr. Locke stated based on the County's needs he is not sure we should be participating in that project. 33.6% of the road is in county jurisdiction, but 100% of our portion is a centerline annexation. If they had annexed after July 1996 they would have had

to take the entire road and it would have been 100% theirs. Based on other projects and needs around the County he does not see it as a high priority. Clark asked what does 33.3% represent in dollars? Mr. Locke stated \$1.5 million. Mr. Swift asked if that stretch includes the intersection of Pennsylvania and Old Meridian? Mr. Locke stated yes. Holt motioned to accept Highway's recommendation. Dillinger seconded. Clark stated Carmel built Hazel Dell, 2 miles of it was ours and 3 bridges of it was ours, we did not participate. This is something they have asked us to do and we need to find some way to do it. We may need to add it to the Bond, we may need to go to Council. We need to participate. Holt stated he did not think Clark supported bonding. Clark stated she does not, but it seems to be the way everyone else is going and it is the only way she is going to get 96th and Towne built. Holt stated that affects his position drastically if Clark will support getting some things done now as opposed to someday. Clark asked if you are going to ask me to support \$13 million for Hazel Dell and Mollenkopf? Holt stated yes, if that is what he hears coming down the road, it changes his position on this. Holt tabled his motion. Clark seconded. Motion tabled. Mr. Locke stated the total construction costs for the Old Meridian project is \$4.5 million. They are requesting 33% from the County and they are applying the \$1.3 million of federal aid to their portion.

96th Street Fund/Proposed Interlocal Agreement:

Mr. Locke presented a status report on the 96th Street Transportation Project. The only thing left in the engineering designing agreements is if there was to be a final audit by INDOT. He can not get them to say if there will be a final audit. There is always the possibility. Sometimes you get monies back from federal aid engineering agreements, based on the engineers rate for the particular year they did the work. Right-of-way buying agreements are both federal aid agreements which can be audited by the State. Right-of-way land costs - we have a couple of parcels left that Mike Howard is checking to see if we have finished. There are four parcels that have been settled that could be sent to us by Indianapolis for about \$123,000 in right-of-way if they would give him the paperwork and request for payment. Dillinger asked Mr. Locke to give the Commissioners a priority list of property acquisition that needs to be addressed if it is holding up something that we can address with Mike on Monday. Construction Inspection Agreements are all closed. There is a wetland mitigation that is still going on. There is a possibility that DNR will not approve it and it would require more monitoring. That would be no more than \$3-\$4,000 at the most. The final letter from INDOT on the railroad signalization contract, we have contacted them several times and they don't seem to be able to send us any paperwork that their numbers are final. We believe everything has been paid. Mr. Locke reviewed the budget figures from the project. The net result is that if everything is final today and we had to pay no more bills we still have, after the distribution done earlier this year to the three partners, \$795,786.00 available left to spend on this project. Our final project came in at \$19,662,386.00 which is under the \$20 million threshold. Once we hit \$20 million, Indianapolis starts to get back money. The revised budget, everything that could be possibly become an issue, the biggest difference between the revised budget and funds expended is approximately \$300,000.00 that we are still holding back in case there are judgements against the 10 or 12 properties that we are not aware of and also money to pay the \$124,000.00 to Indianapolis. Everything else, with the exception of an inspection line item on Contract #1 to pay for wetland mitigation monitoring, is on line. Mr. Locke recommended an interlocal agreement to the partners, that would allow us to take the remaining money from 96th Street and divide the remaining duties to a couple of the entities, Hamilton County would do auditing, Marion County would pick up any additional right-of-way costs and not seek reimbursement for the \$120,000, and take the \$795,000 that is left and add new line items and put half of it in 96th Street and Mollenkopf and 96th Street and Fall Creek and the other half into to the project for 96th Street and Towne. Indianapolis would also be responsible for obtaining the right-of-way on their side of 96th Street for those projects. We would apply the money out of the existing 96th Street project to right-of-way first and if there is any money left beyond right-of-way it would go to construction costs. Holt motioned to approve. Clark seconded. Motion carried unanimously. Dillinger suggested Mr. Locke prepare a letter on Commissioner's letterhead for their signature at Monday's meeting. Mr. Locke will ask Mike Howard to review the interlocal agreement.

Funding Options: (Tape 1, #1880)

Dillinger stated he still supports bonding. We have never been in a better bonding interest rate as

you can get right now. It makes no sense, with all the traffic we are dealing with that we are not being as aggressive as we can possibly be. Clark asked what projects comprise the Bond, Hazel Dell, Mollenkopf and Towne? Holt stated 236th Street would be in that and now Old Meridian. Mr. Locke stated \$20 million handled Hazel Dell, 96th & Towne and 96th & Mollenkopf to Fall Creek. The Commissioners requested more than that at the time. At this point Council stated they would not be willing to commit to that level of bonding. Dillinger asked if the total Council said that or the Council Highway Committee? Mr. Stevens stated there has not been an official vote by Council, it has just been discussion. Mr. Locke stated it has been a discussion of the entire Council. Clark stated it has been a recommendation of the Finance Committee, not the Highway Committee that they not bond at the \$50 million rate. Dillinger stated he would like to modify it and take it back to them. Holt stated he thinks the Finance Committee said "at this time", which was in May. Holt stated we should go back with the full program. Clark stated we should prioritize the list. Dillinger stated he does not have a problem with funding acquisition of right-of-way up front before we do the Bond. Holt stated he advocates using the list we used before which includes moving forward on 146th Street to the east, which is critical. Mr. Locke stated the only thing new on the list would be Old Meridian and he does not know where to prioritize it. Dillinger stated it should be on the bottom of the list. Clark and Holt stated it does not need to go to the bottom of the list. Holt stated he is tickled to death that we have a unanimous position from the Commissioners that we go forward with the Bond. Clark stated we will have to look at it, she does not remember what is on the list. Dillinger asked Clark if she is buying into the bonding philosophy? Clark stated if it is the only way she can get 96th Street and Towne, yes. Mr. Stevens recommended the Commissioners allow the Highway Department to follow up on what was heard today and schedule another work session to refine it. Holt stated we should do it before the first of the year. Clark stated she will be gone December 20 thru January 12. Clark asked if the Highway Department could have this for Monday's meeting? Mr. Locke stated they will look at it. Holt stated they would just have to back out the intersections and add Old Meridian. Clark stated she is supporting the philosophy of the bond, not the number. Mr. Locke asked if the Commissioners would have a problem with him responding to Carmel on the first 116th Street Projects as talked about today and that we are discussing Old Meridian. Holt stated that should be communicated from the Board to the Mayor.

96th Street from Fall Creek to Olio Road: (Tape 1, #2310)

Mr. Matt Morasch presented maps and information for the 96th Street from Fall Creek to Olio Road project. Mr. Morasch presented the traffic projection for 96th Street - Fall Creek to Olio Road. There is a need to do capacity improvements on 96th Street. The first public meeting was held in August. We presented the full primary arterial standard, 4 lanes, median, turn lanes where appropriate and centered on the roadway alignment. That report was presented to the Commissioners and there was an outcry from the residents of the area. We were instructed to look at different options and tailor this road back to something more reasonable. The plan presented today is a result of that request. Dillinger stated in the Geist area the people are literally landlocked. We need to bite the bullet and do what we need to do. We will have remonstrators anywhere we go. Mr. Morasch presented and discussed the 4 alternatives. Clark asked what size are the intersections? Mr. Locke stated there are no intersections except at the subdivisions. Hancock County is doing the intersection. It will be a five lane intersection. Holt motioned to authorize the consultant to proceed with design on Option #4. Dillinger seconded. Holt and Dillinger approved. Clark opposed residential four lane roads. Motion carried.

Dillinger adjourned the meeting.

Present:

Steven C. Dillinger, Commissioner

Sharon R. Clark, Commissioner

Steven A. Holt, Commissioner

Fred Swift, Administrative Assistant to Commissioners

Robin M. Mills, Auditor

Kim Rauch, Executive Secretary to Auditor

Tom Stevens, Highway Director

Les Locke, Highway Engineer

Jim Neal, Highway Project Engineer

Matt Morasch, Transportation Development Engineer

Ron Miller, Paul Cripe, Inc.

Joel Thurman, Paul Cripe, Inc.

Kate Lewis, Ledger

Scott Miley, Indianapolis Star

APPROVED

HAMILTON COUNTY BOARD

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ATTEST

Robin M. Mills, Auditor